

## THE WEATHER:

Fair and cooler tonight; tomorrow fair. Temperature at 8 a. m., 74 degrees. Normal temperature for August 25 for the last thirty years, 73 degrees.

NUMBER 11,267.

Published every evening (including Sunday)  
Entered as second-class matter at the  
postoffice at Washington, D. C.

WASHINGTON, MONDAY EVENING, AUGUST 25, 1919.

PRICE TWO CENTS.

## The Washington Times

FINAL EDITION

## Three Investigations of Washington Excursion Train Wreck Now Under Way

## W. R. &amp; E. TO REFUSE WAGE INCREASE UNLESS NINE-CENT FARE IS ALLOWED

## First Story of Thrilling Adventure of U. S. Aviators Kidnaped by Mexicans

WOODEN CARS  
BLAMED FOR  
LARGE LIST  
OF INJURED

PHILADELPHIA, Aug. 25.—Three investigations are under way today to trace responsibility for the rear-end collision of two Pennsylvania railroad excursion trains from Washington to Atlantic City near Elwood, N. J., early Sunday.

The Railroad Administration is conducting one, the Pennsylvania railroad another, while a third is being held by the coroner of Hammon, N. J., who was at the scene of the accident.

**Wooden Coaches Blamed.**  
The wooden coaches used as "trailers" for the first section of the train running in eight sections were operated contrary to usual regulations, Atlantic City officials claim. It was only through good fortune that more persons were not injured. The last seats of the end car were unoccupied. Another section of the train, diverted over the West Jersey and Seashore route, was sidetracked at Clayton, N. J., because of a hot box, where the passengers begged for a "hand out," as they had been on the train more than twelve hours. Sunday diners were shared with the unfortunate passengers in many instances.

Owing to the delay many of the excursionists did not arrive at their destination until late afternoon.

**SOME ONE BLUNDERED,  
CORONER SAYS OF CRASH;  
BEGINS INVESTIGATION**

ATLANTIC CITY, N. J., Aug. 25.—"Someone made a serious blunder, and I intend to see that blame is placed where it belongs."

This was the declaration of Coroner Charles Cunningham, of Hammon, when he reached Atlantic City today to begin an official investigation of the wreck near Elwood nearly Sunday morning, in which Otis Wathen, of Washington, was killed and twenty-four others were more or less seriously injured.

Only two of the victims were still

Keeping Up With  
The Times

## A FACT A DAY

Up in the press gallery of the Senate the other day one of the best-known Washington correspondents pointed to the "Today" column on the first page of The Times and said:

"There's the best newspaper feature in the United States. No one else can successfully imitate it; no one else can provide the necessary background of experience and information; no one else has so keen an insight into the meaning of world events; no one else can express the comment in so clear, direct and fascinating style."

\$10,000 JUST INVENTED IN SPECIAL shirt and collar equipment by Star Laundry to insure you satisfaction.—Adv.

## A SUGGESTION TO THE WAR DEPARTMENT

Why Not Mobilize Our Three Most Famous Gunmen of the Movies? They Could Wipe Out All the Mexican Bandits in No Time.

(Copyright: 1919: By John T. McQuinn.)

WANT SHANTUNG  
GUARANTEE AIRED

Administration Leaders Confident of Defeating Amendment on Senate Floor.

A renewed attempt to force Japan to publish the agreement whereby she guarantees the ultimate return of Shantung to China is believed likely today as a result of the Senate situation growing out of the amendment of the Foreign Relations Committee.

This agreement, while verbal in so far as the records of the peace conference are concerned, is in existence in writing. The Japanese, however, have heretofore consistently refused to permit its publication.

An attempt to obtain the "release" of the actual wording of this agreement was made some two months ago in Paris. Other powers approached the Japanese on the subject, but with no success. The President, consequently, has been forced to refuse to give it to the Senate.

While Administration Senators are confident of beating the Shantung amendment on the floor, they recognize that the fight must be made on the principle that in order to assure early restoration of peace, the treaty should be ratified without amendment or reservations.

FLU COMING BACK  
THIS FALL, SAYS  
DOCTOR

NEW YORK, Aug. 25.—The influenza epidemic will return in October as soon as people begin to live indoors again, Dr. Royal S. Copeland, head of the New York health department, predicted today. He said the death toll would be serious, but not so bad as last year.

Declaring science knew no preventive for the disease, Dr. Copeland added:

"There is nothing to do but wait until it comes; then fight it until it passes. The best means of prevention is common sense—avoid infected persons and don't become panicky."

Physicians here believe persons who suffered from influenza and survived last year will be less susceptible, if not immune, this year.

TAKE BELL-AND BEFORE MEALS and see how fine good digestion makes you feel.—Adv.

SEEKS \$10,000,000  
FOR 1920 CAMPAIGN

Democratic Finance Director Here to Raise Funds by Popular Subscriptions.

William D. Jamieson, of Iowa, director of finance of the Democratic National Committee, arrived in Washington today to begin the tremendous task of raising between \$5,000,000 and \$10,000,000 by popular subscription to elect a Democratic President in 1920.

The National Capital will be the headquarters of Mr. Jamieson, who expects to employ about 1,000 persons and conduct an intensive campaign for the next year. Specific appeals will be made to 3,500,000 individuals in letters to be sent out, most of them from Washington. No limit will be placed on subscriptions, according to present plans, although Mr. Jamieson believes that greater interest can be aroused by comparatively small subscriptions.

It took \$1,100,000 from 75,000 persons in 1912 to elect President Wilson, and \$2,500,000 from 300,000 persons for the next year. Specific appeals will be made to 3,500,000 individuals in letters to be sent out, most of them from Washington. No limit will be placed on subscriptions, according to present plans, although Mr. Jamieson believes that greater interest can be aroused by comparatively small subscriptions.

PRESIDENT TO  
PASS ON RAIL  
PAY BOOST IN  
CONFAB TODAY

Important developments in the wage demands of organized railroad shop crafts are expected to result from a conference of President Wilson, Director General Walker D. Hines, and representatives of the shopmen at the White House this afternoon.

Shortly before noon today it was announced at the White House that all appointments for the President for the afternoon, except one with former Speaker Champ Clark, had been canceled, to permit him to give his whole attention to the railroad problem.

The President's willingness to confer again with the union heads is due to assurances given to him that those who went on an unauthorized strike a few weeks ago had returned to work, pursuant to his declaration that he could give them no consideration while they were not at work.

**Wait on President.**  
A committee of 100 representatives of the shopmen has been in session in Washington, awaiting the President's readiness to take action of some sort, but it is not expected that this committee will go in a body to the White House. It is believed there will be about six union heads to represent the whole committee.

**Ask 17-Cent Increase.**  
Railroad shop machinists now are receiving 63 cents an hour. They are asking 80 cents. Their demands include a clause providing that the 17-cent increase be made retroactive from January 1. This clause alone would mean the expenditure of millions, rail officials say.

Union officials said they had been notified they might expect an answer from Hines today.

Ballots already voted of all shopmen on the question of a strike is being counted here today, at headquarters of the A. F. of L. The polls closed last midnight.

Tallots already counted indicate a strong sentiment in favor of a strike unless the full demands are granted, it was learned at A. F. of L. headquarters.

SENATORS UNFAIR,  
PACKERS CHARGE

Charges that the Department of Agriculture, through the influence of Senators Capper, Kansas, and Kendrick, Wyoming, had issued a statement unfair to the packers, was made today by L. D. H. Weld, of Swift and Company, before the Senate Agriculture Committee.

"This is a rather serious matter and I can't help wondering what would be said of the packers if they did such a thing," Weld declared. "So you charge that Senator Kendrick and Senator Capper influenced the department to put out an incorrect statement," Senator Kenyon asked.

"One that put us in the wrong light," Weld replied.

According to testimony put in the record, the Department of Agriculture last month planned to issue a statement on the meat situation, declaring that the packers of the United States were entirely blameless in this instance.

Sensors Capper, Kendrick and Congressmen Tinscher and Hock of Kansas questioned one department official, according to the testimony in the record.

Kidnaped Aviators Tell  
Of Fight Against Thirst,  
Drowning and Bandits

MARFA, Tex., Aug. 25.—The first detailed story of their experience while held captives by the Mexican bandits was given today by Lieutenants Peterson and Davis, United States army aviators, who returned to Marfa yesterday after leading the American punitive expedition into Mexico in a futile chase of bandits.

**Story Told by Lieut. Davis.**

Lieutenant Davis, frequently prompted by Lieutenant Peterson, dictated the following: "I left here at 9:30 Sunday morning to make a patrol of the border from La Jatos to Bague Bonita. We reached La Jatos at 10:30 and proceeded up the Rio Grande. We went through Praxido and followed what we thought was the Rio Grande, which we later found was the Conchos river. Our mistake was due to the swollen condition of the river, which made it appear larger than the Rio Grande.

"We traveled up the Conchos river until 11:30, when we observed a railroad crossing the river. This railroad was not shown on our map, and as we had been in the air two hours, we decided to turn for home. After spending fifteen or twenty minutes looking for the Southern Pacific railroad and failing to locate it, we turned back to the river for another look at the railroad bridge.

**Engine Stopped in Air.**  
"While we were crossing the mountain the engine of our plane suddenly became a mass of smoke, then

stopped. We were up 4,000 feet, but managed to glide to a mesa on top of a small mountain—the only level spot we could see. The only way to save our lives was to parachute to ship and wreck it. The ship was a total wreck, but we escaped injury.

"We crashed at 12:30 Sunday. At 1:30 we took a compass from the airplane, and with a canteen only about one-quarter full of water, we started to walk toward the railroad. We walked for two hours in the heat of the day. Our water supply was getting low, so we abandoned the hunt for the railroad bridge and started down and old river bed, hoping to find water. At 6 p. m. we found a small pool of water in a worn rock. We soon drank all of this.

"We continued our tramp until 11 p. m., when we tried to go to sleep. We could not sleep. We were too thirsty, so decided to continue our search for water. At 3 a. m. we found a small Mexican ranch. We were given plenty of water. The Mexican sold us tortillas and coffee for \$1. He then

stated that he would take us to the railroad.

"We continued our tramp until 11 p. m., when we tried to go to sleep. We could not sleep. We were too thirsty, so decided to continue our search for water. At 3 a. m. we found a small Mexican ranch. We were given plenty of water. The Mexican sold us tortillas and coffee for \$1. He then stated that he would take us to the railroad.

"We continued our tramp until 11 p. m., when we tried to go to sleep. We could not sleep. We were too thirsty, so decided to continue our search for water. At 3 a. m. we found a small Mexican ranch. We were given plenty of water. The Mexican sold us tortillas and coffee for \$1. He then stated that he would take us to the railroad.

"We continued our tramp until 11 p. m., when we tried to go to sleep. We could not sleep. We were too thirsty, so decided to continue our search for water. At 3 a. m. we found a small Mexican ranch. We were given plenty of water. The Mexican sold us tortillas and coffee for \$1. He then stated that he would take us to the railroad.

"We continued our tramp until 11 p. m., when we tried to go to sleep. We could not sleep. We were too thirsty, so decided to continue our search for water. At 3 a. m. we found a small Mexican ranch. We were given plenty of water. The Mexican sold us tortillas and coffee for \$1. He then stated that he would take us to the railroad.

"We continued our tramp until 11 p. m., when we tried to go to sleep. We could not sleep. We were too thirsty, so decided to continue our search for water. At 3 a. m. we found a small Mexican ranch. We were given plenty of water. The Mexican sold us tortillas and coffee for \$1. He then stated that he would take us to the railroad.

"We continued our tramp until 11 p. m., when we tried to go to sleep. We could not sleep. We were too thirsty, so decided to continue our search for water. At 3 a. m. we found a small Mexican ranch. We were given plenty of water. The Mexican sold us tortillas and coffee for \$1. He then stated that he would take us to the railroad.

"We continued our tramp until 11 p. m., when we tried to go to sleep. We could not sleep. We were too thirsty, so decided to continue our search for water. At 3 a. m. we found a small Mexican ranch. We were given plenty of water. The Mexican sold us tortillas and coffee for \$1. He then stated that he would take us to the railroad.

COMPANY NOT  
ABLE TO MEET  
DEMANDS, SAY  
CAR OFFICIALS

Unless the Public Utilities Commission increases street car fares to nine or ten cents, the Washington Railway and Electric Company will not raise the wages of its employees, as demanded by two employees' associations, the Amalgamated Association of Street and Electric Railway Employees and the Brotherhood of Street and Electric Railway Employees.

This was the statement made today by a high official of the railway company.

**7-Cent Fare Not Enough.**  
The seven-cent fare, requested of the commission by the company, is inadequate to enable the company to grant more pay to its employees. The Amalgamated Association wants an increase of 50 per cent in wages and the Brotherhood 25 per cent. If the former should be granted, it would mean 25 per cent increase in running expense of the company, and in the latter case a 12½ per cent increase.

"The company is financially unable to grant more pay to its men at present," said the official. "Much as we would like to increase wages, we find it impossible. Even the granting of a seven-cent fare will not make this possible. If we get nine or ten cents fare we will give the men what they demand."

A conference between company officials and representatives of the labor organizations will be held Wednesday or Thursday. Officials of the company today are preparing figures of financial conditions to present to the men.

**Will Cite Figures.**  
At this conference the men will be shown, in figures, the reason the company cannot grant their demands. The company will show how much money daily is being lost, how it figures an increased fare will affect conditions, and, in fact, the exact financial condition of the company.

The company will inform the men increases will not and cannot be granted at this time.

Other demands, relative to working conditions, company officials believe, can be settled at this conference.

Just what action the two associations will take when informed their wage demands cannot be met, is a matter of speculation. The men increases will not and cannot be granted at this time.

The next meeting of the Amalgamated Association is set for the first Wednesday of next month. Association officials say a special meeting will probably be held, and the answer of the company to the demands be read. Action of the association will be decided upon at this meeting.

As to the brotherhood, officials have stated, they realize the plight of the company. No drastic action is expected from this organization.

**Statement Causes Sensation.**  
The statement of the company that a 9 or 10-cent fare must be permitted, in order to raise the wages of its men, produced a sensation today in the District building. It brought strongly to the fore the several plans that have been advocated to maintain a 5-cent fare in Washington.

District officials realize that a lousy protest would arise if a 7-cent fare were granted, and that a 9-cent or 10-cent fare would cause a severe shock to the whole financial fabric of Washington.

At the same time it was recognized that the men of the street car company are entitled to full consideration in their action to obtain higher wages.

The general effect of the company's announcement was to turn the thoughts of authorities to one or more of the ideas suggested for maintaining the 5-cent fare unit.

The plan of Colonel Kutz, engineer Commissioner, contemplates

(Continued on Page 4, Column 4.)

4 HOLD UP TAXI;  
STEAL \$12,000

BOSTON, Aug. 25.—Four bandits leaped aboard the running board of a taxicab in which two messengers from the Fidelity Trust Company were riding in Roxbury today and stole \$12,000. The police of the city are hunting for the quartet. The coup was the most daring in the history of the city.